BOMBARDIER

SERVICE BULLETIN SUMMARY

This Service Bulletin is available at:
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MODEL BD−700−1A10 (BD−700)

ATA 71−23, 71−24

POWERPLANT

SPECIAL CHECK – FRONT AND REAR ENGINE MOUNT ASSEMBLIES – INSPECTION OF BUSHINGS ON THE ENGINE MOUNT SYSTEM

The information below is provided for your reference. For full details, including labor and part coverage, please see corresponding paragraph contained within this bulletin.

RECOMMENDED SPECIFIED TIME COMPLIANCE	**COMPLIANCE TIME** Refer to Paragraph 1.D.
EFFECTIVITY: A/C Serial No. **9861**, **9872**, **60001** to **60004**, **60009**, and **60016**	
MANPOWER: Refer to Paragraph 1.F.	

CONTINUED AIRWORTHINESS (CAW) FLEET CAMPAIGN	YES	☐	NO	☒
TLMC, CH 5 AFFECTED	YES	☐	NO	☒
KITS and/or PARTS	YES	☐	NO	☒
TOOLING/GSE	YES	☒	NO	☐
PLANNING INFORMATION	YES	☐	NO	☒
DEDICATED SCHEDULE	YES	☐	NO	☒

PREREQUISITE SERVICE BULLETINS: N/A

NOTE: This Service Bulletin may be subject to an Airworthiness Directive which will make it necessary to implement this Service Bulletin.

To place an order for parts or kits, please call Bombardier Aviation Parts Services at:

514−855−2999 or 1−866−538−1247

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MODEL BD−700−1A10 (BD−700)

ATA 71−23, 71−24

POWERPLANT

SPECIAL CHECK – FRONT AND REAR ENGINE MOUNT ASSEMBLIES – INSPECTION OF BUSHINGS ON THE ENGINE MOUNT SYSTEM

1. PLANNING INFORMATION

NOTE: **Before you do this Service Bulletin, examine all STC, STA or equivalent action changes to make sure that this Service Bulletin can be completed.**

A. Effectivity

BD−700−1A10 aircraft, Serial No. **9861**, **9872**, **60001** to **60004**, **60009**, and **60016**.

NOTE: The instructions given in this Service Bulletin are only applicable to the systems and parts installed at the time of delivery of the aircraft or as changed by Bombardier Aviation Service Bulletin(s).

B. Reason

1. Evidence:

   There have been reports that bushings were missing from the forward engine mount system.

2. Objective/Benefit:

   This Service Bulletin instructs to inspect the forward and aft engine mount system for missing bushings and to verify the proper installation of the sliding bushings. Continued operation of engine with bushings missing will result in redistribution of load/stress in the engine mount system and may lead to the damage of mount components.

C. Description

This Service Bulletin gives instructions in PART A to:

- Inspect at the upper and lower side of front mount beam for proper installation of sliding bushing, Part No. BRR15811.

This Service Bulletin gives instructions in PART B to:

- Inspect at the thrust strut front location for proper installation of sliding bushing, Part No. BRR15808.

This Service Bulletin gives instructions in PART C to:

- Inspect at the thrust strut aircraft pylon interface for proper installation of sliding bushing, Part No. BRR15823.

This Service Bulletin gives instructions in PART D to:

- Inspect at the front mount beam interface with the aircraft pylon upper and lower installation for proper installation of sliding bushing, Part No. BRR15804.

This Service Bulletin gives instructions in PART E to:

- Inspect at the rear mount beam interface with the aircraft pylon upper and lower installation for proper installation of sliding bushing, Part No. BRR15841.

D. Compliance

Recommended in less than 750 flight hours or 15 months, whichever comes first from this Service Bulletin release date (Basic Issue).

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the aircraft configuration, submit an SRPSA for analysis and to get an approved disposition to complete this Service Bulletin.

E. Approval

The technical content of this Service Bulletin has been approved under the authority of Transport Canada Civil Aviation (TCCA) Design Approval Organization (DAO) No. DAO #93−Q−02.

NOTES:
1. The technical content of this Service Bulletin is accepted by the FAA under the Canada/USA bilateral Aviation Safety Agreement.
2. The technical content of this Service Bulletin is accepted by EASA under the Canada/EU bilateral Aviation Safety Agreement.

F. Manpower

NOTES: 1. The man−hours given are to help you schedule the tasks given in this Service Bulletin. The man−hours are for direct labor performed by an experienced crew and do not include the time for familiarization, planning, aircraft preparation in hangar such as towing and positioning of scaffolds, removal of interior furnishings, repainting, supervision and inspection.

For more information related to the manpower, refer to SB 700−00−6502.

2. This Service Bulletin may require consumable materials that have specific curing times (refer to Paragraph 3). The accumulated curing time is not included in the man−hours and should be considered for planning purposes before you schedule this Service Bulletin

10.5 man−hours are necessary to do this Service Bulletin.

The labor required to do this Service Bulletin is at no cost if:

- the work is done during new aircraft warranty period, and
- the work is done at Bombardier Business Aviation Services (BBAS) or Authorized Service Facilities (ASF), and
- this Service Bulletin is scheduled in less than 750 flight hours or 15 months, whichever comes first, from its release date (Basic Issue).

G. Material − Cost and Availability

No kit or parts are necessary to do this Service Bulletin.

H. Tooling

The equipment and tools listed below are necessary to do this modification:

GSE REFERENCE NO.	PART NO.	DESCRIPTION
20X−10−01	S4933959−501	Tag, Circuit Breaker (Red Ring)
71X−13−02	G700−711302−1	Protective Mats − Lower Engine Cowl
Commercially available	−	Feeler Gauge
Commercially available	−	Wrench, Torque 125 to 250 lbf in (14.13 to 28.24 Nm)

NOTES: 1. Refer to the Global 6500 Illustrated Tool and Equipment Manual (ITEM) to make sure that you use the correct equipment configuration.

2. Refer to the Liability Statement in the ITEM for the G6500 for acceptable GSE equivalents.

3. This list is provided for quick reference. In case of discrepancy between this list and the tools called in the SPM, WM, Chapter 20, then the tools called in the SPM, WM prevail. Other approved alternative tools are acceptable and can also be used.

I. Weight and Balance

No change.

J. Electrical Load Data

No change.

K. References

- TCCA Airworthiness Directive (Pending).
- Bombardier Aviation, Restriction and/or Special Instruction (RSI), C−01793, Rev. −−.
- Rolls Royce, Engine Maintenance Manual (EMM), Chapters 70 and 71.
- Global 6500 BD−700 Aircraft Maintenance Manual (AMM), Chapters 6, 24, 71 and 78.
- Global 6500 BD−700 Illustrated Tool and Equipment Manual (ITEM), Chapters 20 and 71.

L. Other Publications Affected

None.

M. Equivalent Service Bulletins

- For the Global Express and Global Express XRS BD−700−1A10 aircraft, use Service Bulletin 700−71−005.
- For the Global 5000 BD−700−1A11 aircraft, use Service Bulletin 700−1A11−71−005.
- For the Global 5000 BD−700−1A11 Featuring Global Vision Flight Deck aircraft, use Service Bulletin 700−71−5005.
- For the Global 6000 BD−700−1A10 aircraft, use Service Bulletin 700−71−6005.
- For the Global 5500 BD−700−1A11 aircraft, use Service Bulletin 700−71−5501.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTES: 1. All TASKs given in the procedures that follow are from the Global 6500 BD−700−1A10 Aircraft Maintenance Manual (AMM) unless otherwise specified.

2. All references made to zones, access panels and/or doors, are from the Global 6500 BD−700−1A10 Aircraft Maintenance Manual (AMM), Chapter 6.

A. Aircraft Setup

NOTE: The steps in the Aircraft Setup section of this Service Bulletin are recommended steps. The steps give a recommendation to get access to the work area. This recommendation is to give a safe work area and to minimize possible damage to surrounding aircraft parts. Alternative steps can be used at the operator's discretion.

(1) Obey all electrical/electronic safety precautions. Refer to AMM 24−00−00−910−801.

(2) In the flight compartment, on the EMS CDU, set the circuit breakers that follow to OUT or LOCKED. Refer to AMM 24−00−00−863−801:

For the left engine:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
APU	APU START	BATT
ENGINE	L FADEC CH A	BATT
ENGINE	L FADEC CH B	BATT
ENGINE	L ENG IGN 1	BATT
ENGINE	L ENG IGN 2	BATT
ENGINE	L ENG FUEL HPSOV	BATT
ENGINE	L ENG START A	BATT
ENGINE	L ENG START B	BATT
THRUST REVERSER	L T/R CTL VALVE	BATT
THRUST REVERSER	L T/R UPPER LOCK	BATT
THRUST REVERSER	L T/R LOWER LOCK	BATT
THRUST REVERSER	L T/R TQA LOCK	BATT

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
HYD	HYD PUMP 1B	AC 3

For the right engine:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
APU	APU START	BATT
ENGINE	R FADEC CH A	BATT
ENGINE	R FADEC CH B	BATT
ENGINE	R ENG IGN 1	BATT
ENGINE	R ENG IGN 2	BATT
ENGINE	R ENG FUEL HPSOV	BATT
ENGINE	R ENG START A	BATT
ENGINE	R ENG START B	BATT
THRUST REVERSER	R T/R CTL VALVE	BATT
THRUST REVERSER	R T/R UPPER LOCK	BATT
THRUST REVERSER	R T/R LOWER LOCK	BATT
THRUST REVERSER	R T/R TQA LOCK	BATT
HYD	HYD PUMP 2B	AC 2

(3) Open and tag the circuit breakers that follow to make sure the heaters do not come on:

For the left engine:

LOCATION	CB NO.	NAME	ZONE
CCBP	H7	PITOT 1 HT A	222
CCBP	F5	PITOT 1 HT B	222
CCBP	F6	PITOT 3 HT	222
CCBP	F4	L AOA HEAT	222

LOCATION	CB NO.	NAME	ZONE
CCBP	F3	TAT HT 1	222

For the right engine:

LOCATION	CB NO.	NAME	ZONE
CCBP	B1	PITOT 2 HT	222
CCBP	F10	STBY PITOT HT	222
CCBP	H9	R AOA HEAT A	222
CCBP	F8	R AOA HEAT B	222
CCBP	F9	TAT HT 2	222

(4) Open and tag the circuit breakers that follow:

For the left engine:

LOCATION	CB NO.	NAME	ZONE
DCPC	A1	FIREX CH A	130
DCPC	A2	FIREX CH B	130
DCPC	A3	L ENG FUEL SOV	130

For the right engine:

LOCATION	CB NO.	NAME	ZONE
DCPC	A1	FIREX CH A	130
DCPC	A2	FIREX CH B	130
DCPC	A4	R ENG FUEL SOV	130

(5) Open the access door (311BB).

WARNING: MAKE SURE THAT YOU DO A DEACTIVATION OF THE THRUST REVERSER BEFORE YOU DO WORK ON THE ENGINE. THE THRUST REVERSER CAN ACCIDENTALLY OPERATE. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO THE EQUIPMENT.

(6) Obey all the thrust reverser safety precautions. Refer to AMM 78−30−00−910−801.

(7) Do the deactivation of the thrust reverser (for maintenance). Refer to EMM BR700NG−A−78−30−00−01AAA−560A−A.

(8) Obey all engine safety precautions. Refer to AMM 71−00−00−910−801.

WARNING: BE CAREFUL WHEN YOU DO WORK ON THE ENGINE DURING OR AFTER AN ENGINE OPERATION. THE ENGINE PARTS STAY HOT FOR APPROXIMATELY THREE HOURS AFTER THE ENGINE STOPS. THIS CAN CAUSE INJURY TO PERSONS.

WARNING: BE CAREFUL IF YOU MUST DO WORK ON HOT COMPONENTS. USE APPROVED GLOVES AND PROTECTIVE CLOTHING. IF YOU DO NOT DO THIS, YOU CAN CAUSE INJURY TO PERSONS.

(9) Remove the pylon panel for thrust strut and front mount 412AB/422AB. Refer to AMM 54−52−01−000−801.

(10) Remove the pylon panel for rear mount 412BB/422BB. Refer to AMM 54−52−01−000−801.

(11) Remove the firebox lower access panel 432BT/442BT. Refer to CMM 71−14−51 or 71−14−52.

(12) Open the lower cowl 432AB/442AB. Refer to AMM 71−10−00−010−801.

NOTE: Lower cowl need not to be removed but must be opened.

(13) Remove the upper cowl 432AT/442AT. Refer to AMM 71−10−00−010−801.

(14) Remove the firebox lid 432CT/442CT. Refer to CMM 71−14−51 or 71−14−52.

B. PART A — Inspection of Sliding Bushing (BRR15811) at the Upper and Lower Side of Front Mount Beam

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the configuration of the aircraft, submit an SRPSA for analysis and to get an approved disposition to complete this Service Bulletin.

(1) Do the gap check at upper side of front mount beam as follows, refer to Figure 1, Detail C and D:

(a) Using a feeler gauge, measure Gap A between front mount beam pin, Part No. BRR15812 and the shouldered bushing installed on the front mount beam (standard installation), or gap between the shouldered bushing installed on the front mount beam and the washer Part No. BRR15810 (alternative installation), must be between 0.004 and 0.055 in (0.10 and 1.40 mm).

Record the results in Appendix (Table 1) and send it to TS by E−mail at tech.services.global.series@aero.bombardier.com.

NOTE: If the gap is not within acceptable limits, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(b) For Pre SB BR700−71−101976 aircraft, inspect the nut, Part No. AS54364 and bolt, Part No. AS53914 at the upper side of front mount beam for missing or physical damage.

NOTE: If missing or physical damage found, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(c) Make sure that the bolt must not be free to turn with finger pressure.

NOTE: If bolt can be turned with finger pressure, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(2) Do the gap check at lower side of front mount beam as follows, refer to Figure 1, Detail C and D:

(a) Using a feeler gauge, measure Gap B between front mount beam pin, Part No. BRR15812 and the shouldered bushing installed on the front mount beam (standard installation), or gap between the shouldered bushing installed on the front mount beam and the washer Part No. BRR15810 (alternative installation), must be between 0.004 and 0.055 in (0.10 and 1.40 mm).

Record the results in Appendix (Table 1) and send it to TS by E−mail at tech.services.global.series@aero.bombardier.com.

NOTE: If the gap is not within acceptable limits, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(b) For Pre SB BR700−71−101976 aircraft, inspect the nut, Part No. AS54364 and bolt, Part No. AS53914 at the lower side of front mount beam for missing or physical damage.

NOTE: If missing or physical damage found, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(c) Make sure that the bolt must not be free to turn with finger pressure.

NOTE: If bolt can be turned with finger pressure, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

C. PART B – Inspection of Sliding Bushing (BRR15808) at the Thrust Strut Front Location

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the configuration of the aircraft, submit an SRPSA for analysis and to get an approved disposition to complete this Service Bulletin.

(1) Do the gap check at the thrust strut front location as follows, refer to Figure 1, Detail E and F:

(a) Using a feeler gauge, measure Gap C between the front mount beam pin, Part No. BRR15809 and the shouldered bushing installed on the front mount beam, must be between 0.008 and 0.050 in (0.20 and 1.30 mm).

Record the results in Appendix (Table 2) and send it to TS by E−mail at tech.services.global.series@aero.bombardier.com.

NOTE: If the gap is not within acceptable limits, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(b) For Pre SB BR700−71−101976 aircraft, inspect the nut, Part No. AS54364 and bolt, Part No. AS53912 at the thrust strut front location for missing or physical damage.

NOTE: If missing or physical damage found, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(c) Make sure that the bolt must not be free to turn with finger pressure.

NOTE: If bolt can be turned with finger pressure, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

D. PART C — Inspection of Sliding Bushing (BRR15823) at the Thrust Strut Aircraft Pylon Interface

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the configuration of the aircraft, submit an SRPSA for analysis and to get an approved disposition to complete this Service Bulletin.

(1) Do the gap check at the thrust strut aircraft pylon interface as follows, refer to Figure 1, Detail E and G:

(a) Using a feeler gauge, measure the Gap D between the thrust strut pin, Part No. BRR15824 and the shouldered bushing installed on the thrust strut, must be between 0.008 and 0.055 in (0.20 and 1.40 mm).

Record the results in Appendix (Table 3) and send it to TS by E−mail at tech.services.global.series@aero.bombardier.com.

NOTE: If the gap is not within acceptable limits, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(b) For Pre SB BR700−71−101976 aircraft, inspect the nut, Part No. AS54364 and bolt, Part No. AS53912 at the thrust strut aircraft pylon interface for missing or physical damage.

NOTE: If missing or physical damage found, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(c) Make sure that the bolt must not be free to turn with finger pressure.

NOTE: If bolt can be turned with finger pressure, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

E. PART D — Inspection of Sliding Bushing (BRR15804) at the Front Mount Beam Interface with the Aircraft Pylon Upper and Lower Installation

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the configuration of the aircraft, submit an SRPSA for analysis and to get an approved disposition to complete this Service Bulletin.

(1) Do the gap check at the front mount beam Interface with the aircraft pylon upper installation as follows, refer to Figure 1, Detail C and H:

(a) Using a feeler gauge, measure Gap E between the front mount beam pin, Part No. BRR15805 and the shouldered bushing installed on the front mount beam (standard installation) or gap between the washer Part No. BRR15807 and the shouldered bushing installed on the front mount beam (alternative installation), must be in between 0.008 and 0.048 in (0.20 and 1.20 mm).

Record the results in Appendix (Table 4) and send it to TS by E−mail at tech.services.global.series@aero.bombardier.com.

NOTE: If the gap is not within acceptable limits, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(2) Do the gap check at the front mount beam Interface with the aircraft pylon lower installation as follows, refer to Figure 1, Detail C and H:

(a) Using a feeler gauge, measure Gap F between the front mount beam pin, Part No. BRR15805 and the shouldered bushing installed on the front mount beam (standard installation) or gap between the washer Part No. BRR15807 and the shouldered bushing installed on the front mount beam (alternative installation), must be in between 0.008 and 0.048 in (0.20 and 1.20 mm).

Record the results in Appendix (Table 4) and send it to TS by E−mail at tech.services.global.series@aero.bombardier.com.

NOTE: If the gap is not within acceptable limits, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

F. PART E — Inspection of Sliding Bushing (BRR15841) at the Rear Mount Beam Interface with the Aircraft Pylon Upper and Lower Installation

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the configuration of the aircraft, submit an SRPSA for analysis and to get an approved disposition to complete this Service Bulletin.

(1) Do the gap check at the rear mount beam Interface with the aircraft pylon upper installation as follows, refer to Figure 1, Detail K and L:

(a) Using a feeler gauge, measure Gap G between the rear mount beam pin, Part No. BRR15840 and the shouldered bushing installed on the rear mount beam (standard installation) or gap between the washer Part No. BRR15842 and the shouldered bushing installed on the rear mount beam (alternative installation), must be between 0.004 and 0.071 in (0.10 and 1.80 mm).

Record the results in Appendix (Table 5) and send it to TS by E−mail at tech.services.global.series@aero.bombardier.com.

NOTE: If the gap is not within acceptable limits, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

(2) Do the gap check at the rear mount beam Interface with the aircraft pylon lower installation as follows, refer to Figure 1, Detail K and L:

(a) Using a feeler gauge, measure Gap H between the rear mount beam pin, Part No. BRR15840 and the shouldered bushing installed on the rear mount beam (standard installation) or gap between the washer Part No. BRR15842 and the shouldered bushing installed on the rear mount beam (alternative installation), must be between 0.004 and 0.071 in (0.10 and 1.80 mm).

Record the results in Appendix (Table 5) and send it to TS by E−mail at tech.services.global.series@aero.bombardier.com.

NOTE: If the gap is not within acceptable limits, fill out an SRPSA and send it by E−mail at:

SRPSA@aero.bombardier.com

G. Close−out

NOTE: The steps in the Close−out section of this Service Bulletin, except for the return−to−service tests, are recommended steps. The steps give a recommendation to install components removed during the Aircraft Setup. This recommendation is to make sure that the aircraft is safe and ready to return to service. Alternative steps can be used at the operator's discretion.

(1) Remove all tools, equipment and unwanted materials from the aircraft.

(2) Install the firebox lid 432CT/442CT. Refer to CMM 71−14−51 or 71−14−52.

(3) Install the upper cowl 432AT/442AT. Refer to AMM 71−10−00−410−801.

(4) Close the lower cowl 432AB/442AB. Refer to AMM 71−10−00−410−801.

(5) Install the firebox lower access panel 432BT/442BT. Refer to CMM 71−14−51 or 71−14−52.

(6) Install the pylon panel for rear mount 412BB/422BB. Refer to AMM 54−52−01−400−801.

(7) Install the pylon panel for thrust strut and front mount 412AB/422AB. Refer to AMM 54−52−01−400−801.

(8) Do the activation of the thrust reverser (for maintenance). Refer to EMM BR700NG−A−78−30−00−01AAA−760A−A.

(9) Close the access door (311BB).

(10) In the flight compartment, on the EMS CDU, set the circuit breakers that follow to IN. Refer to AMM 24−00−00−863−802.

For the left engine:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
APU	APU START	BATT
ENGINE	L FADEC CH A	BATT
ENGINE	L FADEC CH B	BATT
ENGINE	L ENG IGN 1	BATT
ENGINE	L ENG IGN 2	BATT
ENGINE	L ENG FUEL HPSOV	BATT
ENGINE	L ENG START A	BATT
ENGINE	L ENG START B	BATT
THRUST REVERSER	L T/R CTL VALVE	BATT

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
THRUST REVERSER	L T/R UPPER LOCK	BATT
THRUST REVERSER	L T/R LOWER LOCK	BATT
THRUST REVERSER	L T/R TQA LOCK	BATT
HYD	HYD PUMP 1B	AC 3

For the right engine:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
APU	APU START	BATT
ENGINE	R FADEC CH A	BATT
ENGINE	R FADEC CH B	BATT
ENGINE	R ENG IGN 1	BATT
ENGINE	R ENG IGN 2	BATT
ENGINE	R ENG FUEL HPSOV	BATT
ENGINE	R ENG START A	BATT
ENGINE	R ENG START B	BATT
THRUST REVERSER	R T/R CTL VALVE	BATT
THRUST REVERSER	R T/R UPPER LOCK	BATT
THRUST REVERSER	R T/R LOWER LOCK	BATT
THRUST REVERSER	R T/R TQA LOCK	BATT
HYD	HYD PUMP 2B	AC 2

(11) Remove the tags and close the circuit breakers that follow:

For the left engine:

LOCATION	CB NO.	NAME	ZONE
DCPC	A1	FIREX CH A	130
DCPC	A2	FIREX CH B	130
DCPC	A3	L ENG FUEL SOV	130

For the right engine:

LOCATION	CB NO.	NAME	ZONE
DCPC	A1	FIREX CH A	130
DCPC	A2	FIREX CH B	130
DCPC	A4	R ENG FUEL SOV	130

(12) Remove the tags and close the circuit breakers that follow:

For the left engine:

LOCATION	CB NO.	NAME	ZONE
CCBP	H7	PITOT 1 HT A	222
CCBP	F5	PITOT 1 HT B	222
CCBP	F6	PITOT 3 HT	222
CCBP	F4	L AOA HEAT	222
CCBP	F3	TAT HT 1	222

For the right engine:

LOCATION	CB NO.	NAME	ZONE
CCBP	B1	PITOT 2 HT	222
CCBP	F10	STBY PITOT HT	222
CCBP	H9	R AOA HEAT A	222
CCBP	F8	R AOA HEAT B	222
CCBP	F9	TAT HT 2	222

H. Recording

When this Service Bulletin is completed, make an entry in the aircraft log, send the attached Incorporation Notice and the results Appendix Record Table to Bombardier Business Aircraft Customer Services (BBACS).

For information, correction(s), comment(s) and/or feedback regarding Service Bulletins released on the Customer Portal, please contact the Service Bulletin Group at the following email address:

bbad_SBgroup@aero.bombardier.com

3. MATERIAL INFORMATION

A. Kit

No kits required.

B. Parts

No parts required.

C. Material

No consumables are required.

D. Publications

No publications required.

APPENDIX — RECORD TABLE

SPECIAL CHECK – FRONT AND REAR ENGINE MOUNT ASSEMBLIES – INSPECTION OF BUSHINGS ON THE ENGINE MOUNT SYSTEM

INSTRUCTIONS

Fill out the tables below. Refer to the instructions given in the Service Bulletin, and send this Appendix to TS by E−mail at:

tech.services.global.series@aero.bombardier.com

TABLE 1

Record the gap between the shouldered bushing installed on the front mount beam and the front mount beam pin (BRR15812), or the washer (BRR15810), as applicable.

*If the gap is not 0.004 and 0.055 in (0.10 and 1.40 mm), send an SRPSA to SRPSA@aero.bombardier.com.

Location		in*	or	mm*	Comments
L/H Front Mount Beam	Upper side (Gap A)				
	Lower side (Gap B)				
R/H Front Mount Beam	Upper side (Gap A)				
	Lower side (Gap B)				

TABLE 2				
Record the gap between the front mount beam pin (BRR15809) and the shouldered bushing installed on the front mount beam. *If the gap is not between 0.008 and 0.050 in (0.20 and 1.30 mm), send an SRPSA to SRPSA@aero.bombardier.com.				
Location	in*	or	mm*	Comments
L/H Thrust Strut Front (Gap C)				
R/H Thrust Strut Front (Gap C)				

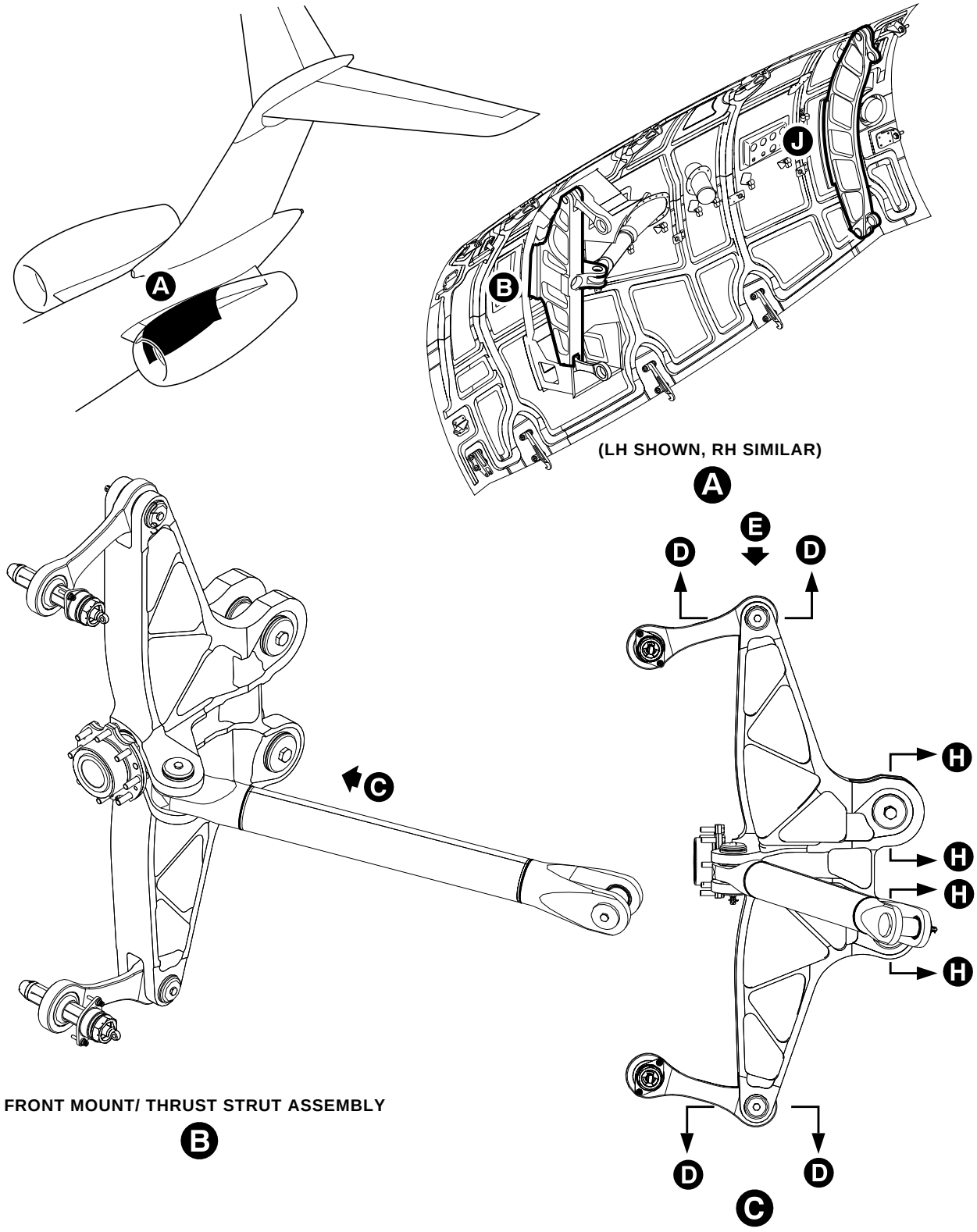
TABLE 3				
Record the gap between the thrust strut pin (BRR15824) and the shouldered bushing installed on the thrust strut. *If the gap is not between 0.008 and 0.055 in (0.20 and 1.40 mm), send an SRPSA to SRPSA@aero.bombardier.com.				
Location	in*	or	mm*	Comments
L/H Thrust Strut Aircraft Pylon Interface (Gap D)				
R/H Thrust Strut Aircraft Pylon Interface (Gap D)				

TABLE 4
Record the gap between the shouldered bushing installed on the front mount beam and the front mount beam pin (BRR15805), or the washer (BRR15807), as applicable. *If the gap is not between 0.008 and 0.048 in (0.20 and 1.20 mm), send an SRPSA to SRPSA@aero.bombardier.com.

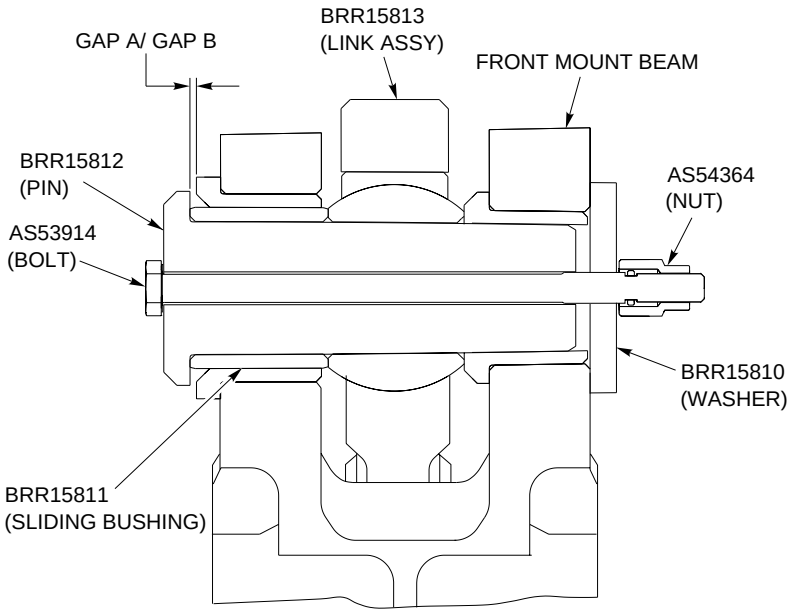
TABLE 4					
Location		in*	or	mm*	Comments
L/H Front Mount Beam interface with the Aircraft Pylon	Upper Installation (Gap E)				
	Lower Installation (Gap F)				
R/H Front Mount Beam interface with the Aircraft Pylon	Upper Installation (Gap E)				
	Lower Installation (Gap F)				

TABLE 5				
Record the gap between the shouldered bushing installed on the rear mount beam and the rear mount beam pin (BRR15840), or the washer (BRR15842), as applicable. *If the gap is not between 0.004 and 0.071 in (0.10 and 1.80 mm), send an SRPSA to SRPSA@aero.bombardier.com.				
Location	in*	or	mm*	Comments

TABLE 5					
L/H Rear Mount Beam interface with the Aircraft Pylon	Upper Installation (Gap G)				
	Lower Installation (Gap H)				
R/H Rear Mount Beam interface with the Aircraft Pylon	Upper Installation (Gap G)				
	Lower Installation (Gap H)				

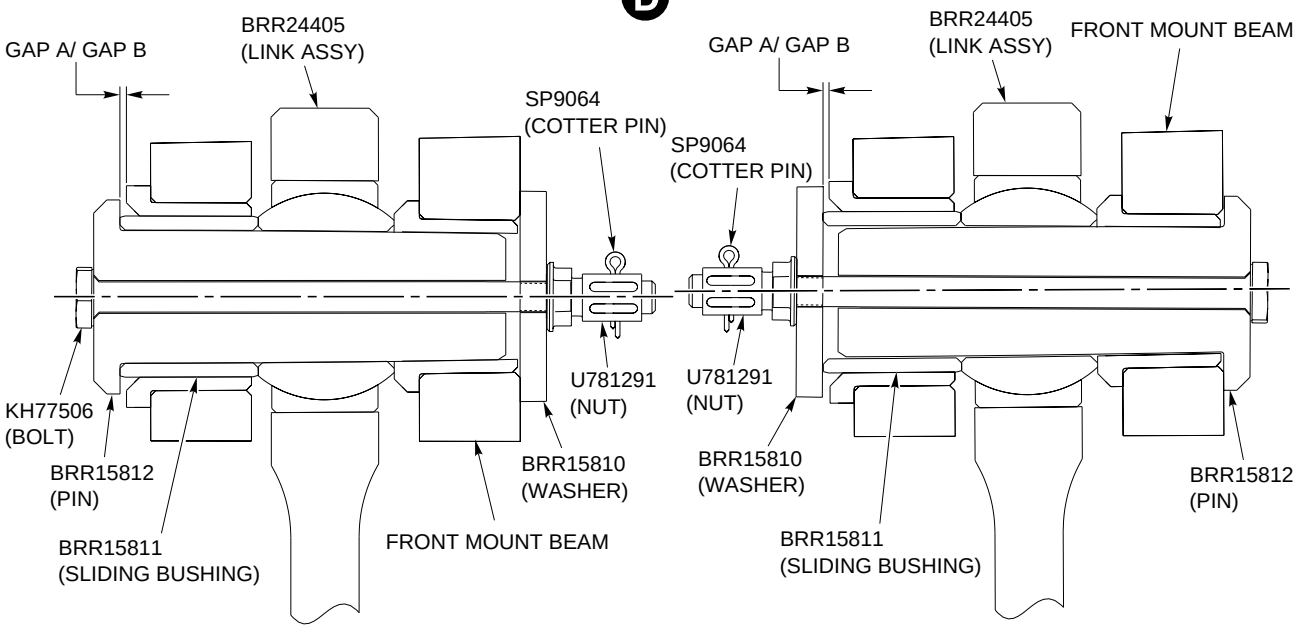


Inspection of Sliding Bushings
Figure 1 (Sheet 1 of 6)



Pre SB−BR700−71−101976
STANDARD TYPICAL INTERFACE FORWARD MOUNT BEAM

D



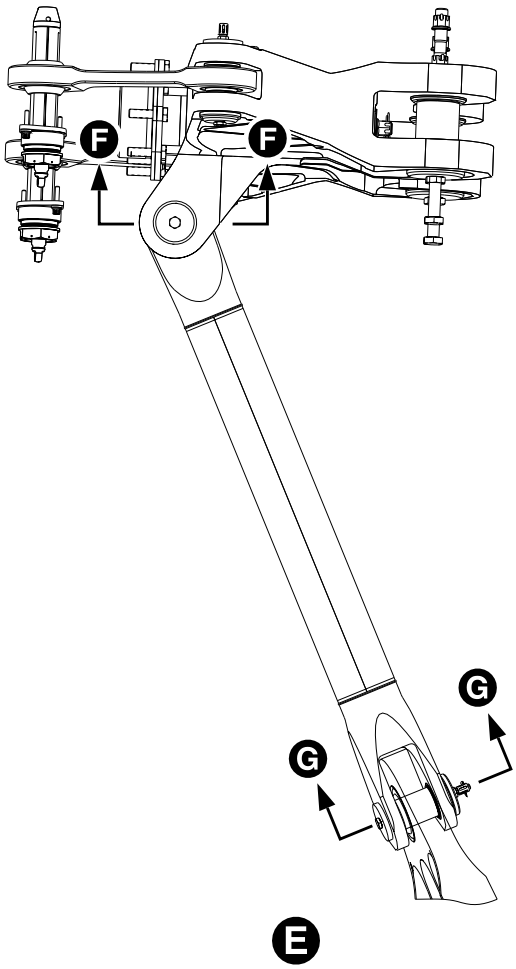
Post SB−BR700−71−101976
STANDARD TYPICAL INTERFACE FORWARD MOUNT BEAM

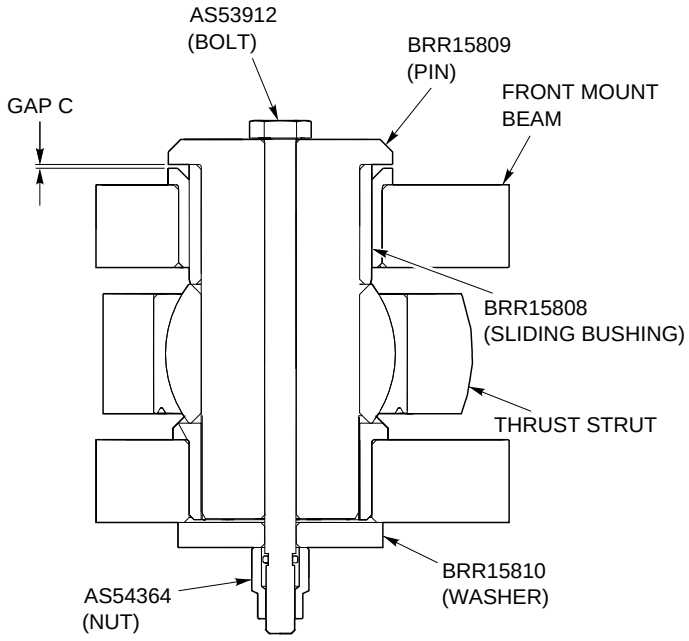
D

GAP	Range of the gap to be measured
A	Between 0.004 in. and 0.055 in. (0,10 mm and 1,40 mm)
B	Between 0.004 in. and 0.055 in. (0,10 mm and 1,40 mm)

SB700−71−6501_002

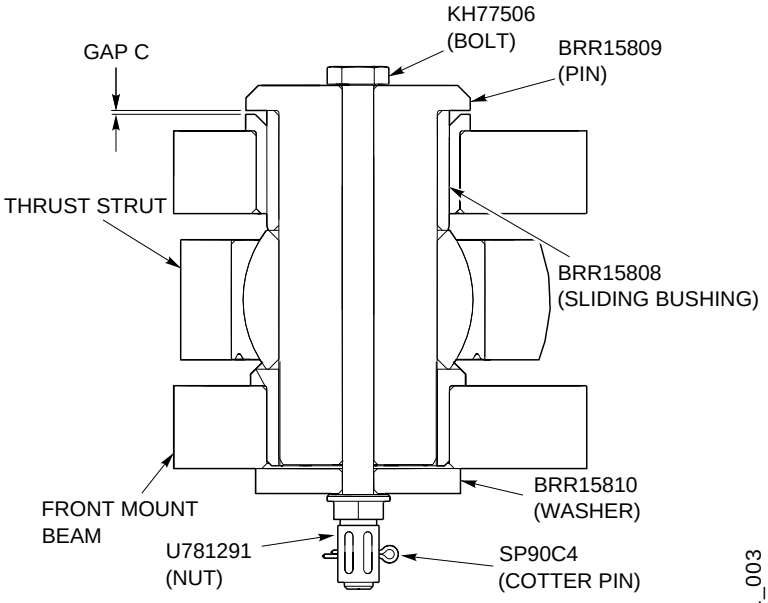
Inspection of Sliding Bushings
Figure 1 (Sheet 2 of 6)





Pre SB−BR700−71−101976
STANDARD TYPICAL INTERFACE FORWARD MOUNT BEAM
TO THRUST STRUT

F



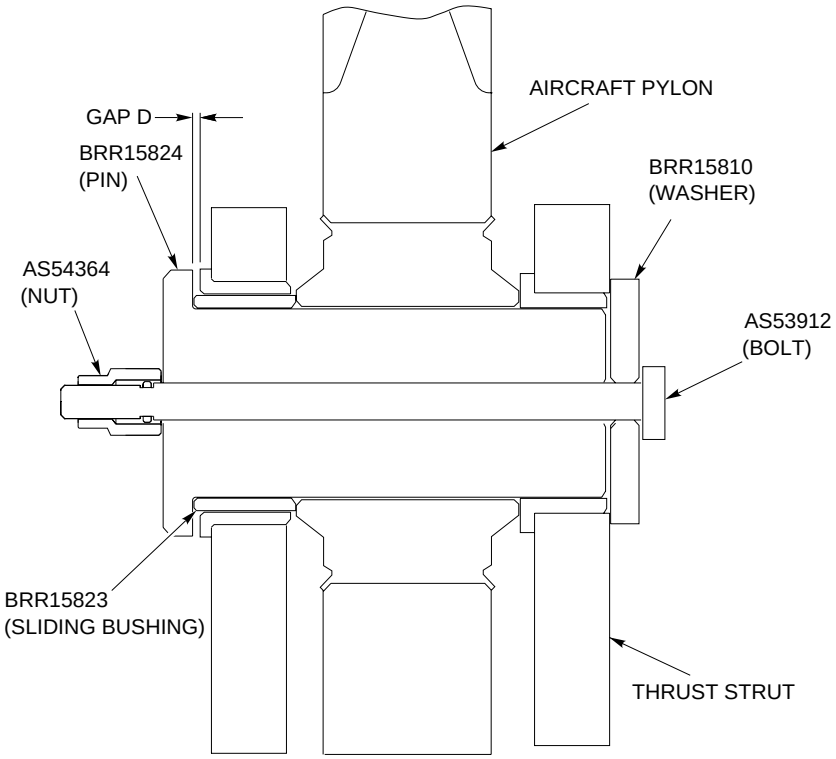
Post SB−BR700−71−101976
STANDARD TYPICAL INTERFACE FORWARD MOUNT BEAM
TO THRUST STRUT

F

GAP	Range of the gap to be measured
C	Between 0.008 in. and 0.050 in. (0,20 mm and 1,30 mm)

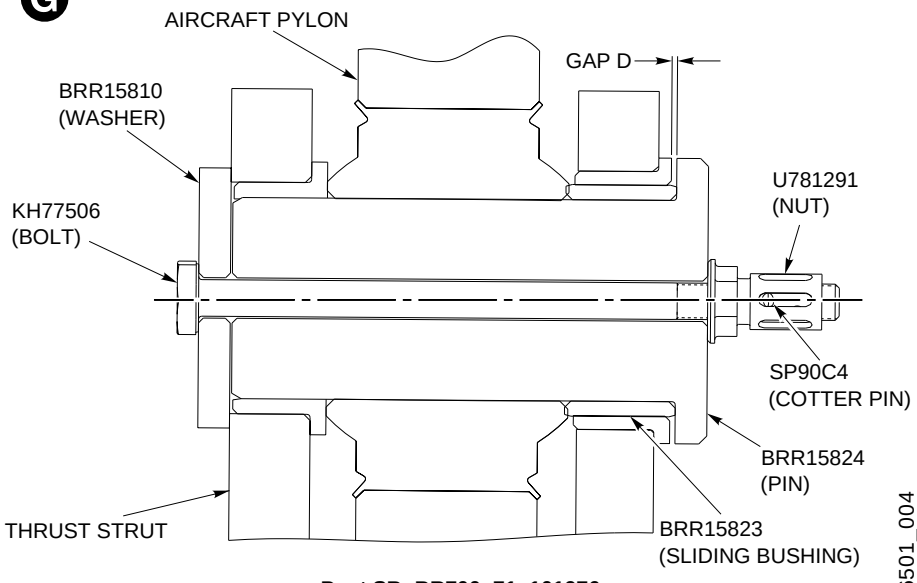
SB700−71−6501_003

Inspection of Sliding Bushings
Figure 1 (Sheet 3 of 6)



Pre SB−BR700−71−101976
STANDARD TYPICAL INTERFACE THRUST STRUT TO AIRCRAFT PYLON

G



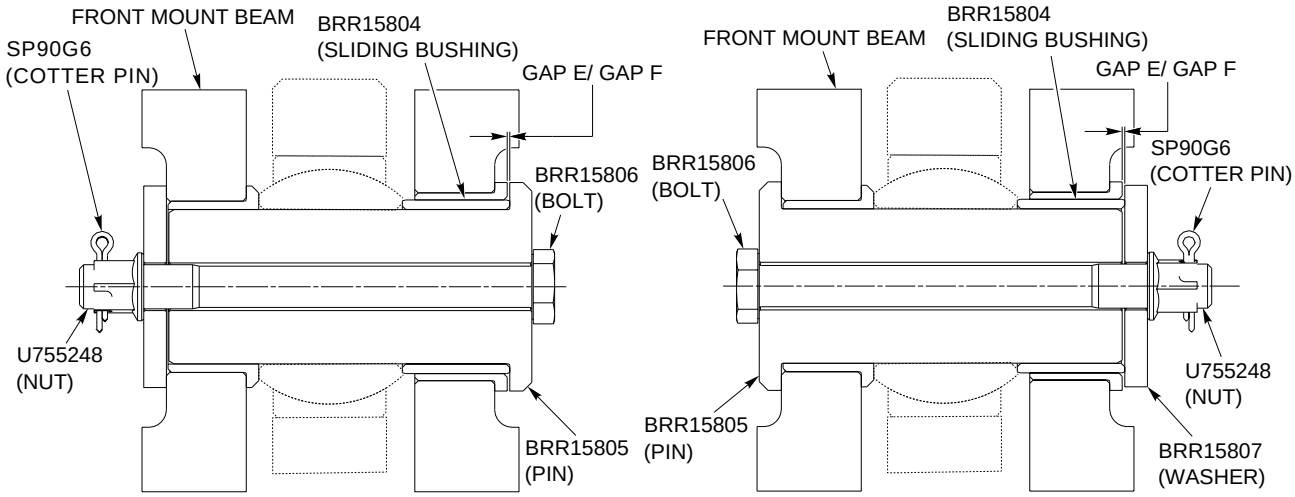
Post SB−BR700−71−101976
STANDARD TYPICAL INTERFACE THRUST STRUT TO AIRCRAFT PYLON

G

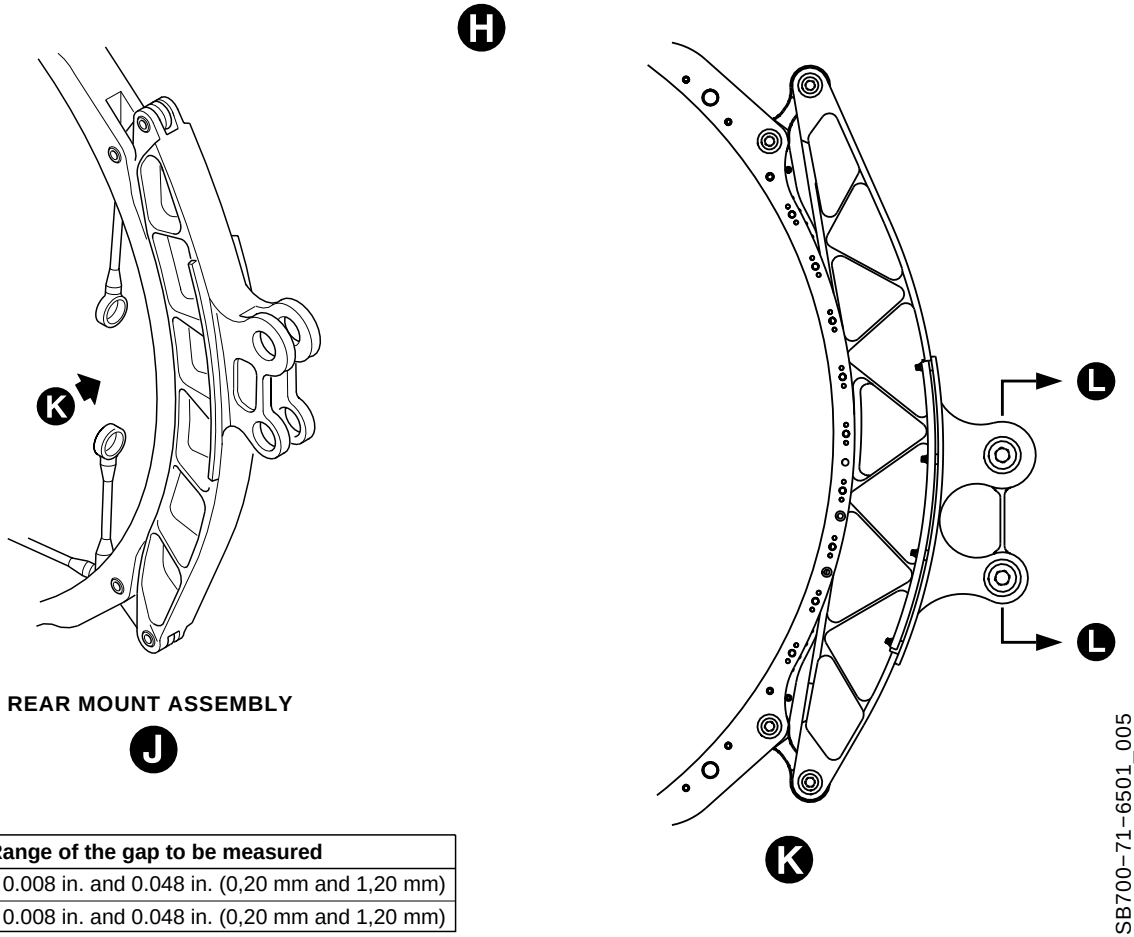
GAP	Range of the gap to be measured
D	Between 0.008 in. and 0.055 in. (0,20 mm and 1,40 mm)

SB700−71−6501_004

Inspection of Sliding Bushings
Figure 1 (Sheet 4 of 6)

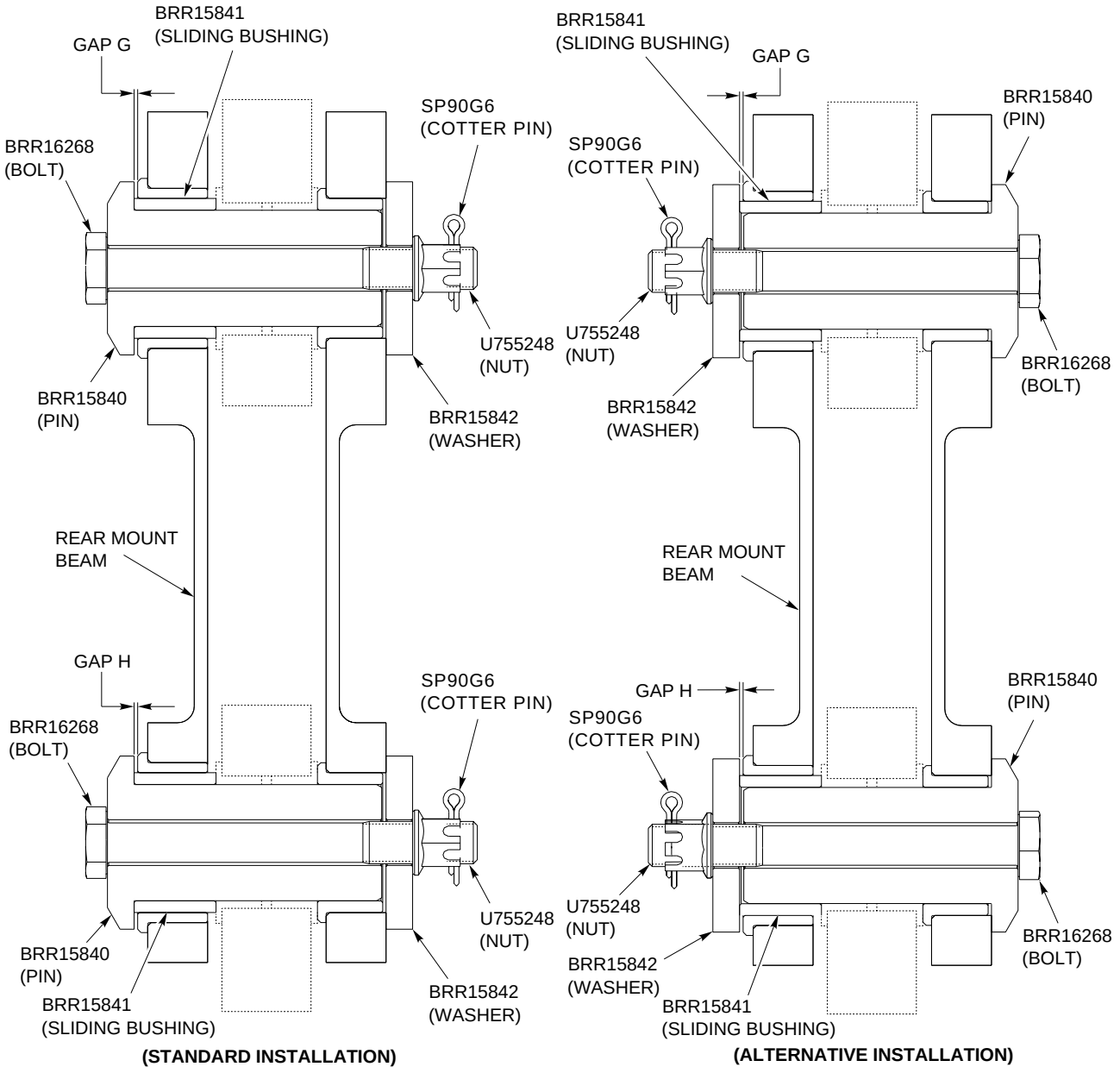


TYPICAL INTERFACE FRONT MOUNT BEAM



GAP	Range of the gap to be measured
E	Between 0.008 in. and 0.048 in. (0,20 mm and 1,20 mm)
F	Between 0.008 in. and 0.048 in. (0,20 mm and 1,20 mm)

Inspection of Sliding Bushings
Figure 1 (Sheet 5 of 6)



TYPICAL INTERFACE REAR MOUNT BEAM − AIRCRAFT PYLON

L

GAP	Range of the gap to be measured
G	Between 0.004 in. and 0.071 in. (0,10 mm and 1,80 mm)
H	Between 0.004 in. and 0.071 in. (0,10 mm and 1,80 mm)

SB700−71−6501_006

Inspection of Sliding Bushings
Figure 1 (Sheet 6 of 6)

BOMBARDIER

SERVICE BULLETIN EVALUATION FORM

(Your ideas will help us provide better bulletins)

SERVICE BULLETIN:	700−71−6501	**ISSUE:**	Basic	**DATED:**	Dec 14/2020

TITLE: SPECIAL CHECK – FRONT AND REAR ENGINE MOUNT ASSEMBLIES – INSPECTION OF BUSHINGS ON THE ENGINE MOUNT SYSTEM

For any information, correction(s), comment(s) and/or feedback regarding Service Bulletins released on the Customer Portal, please contact the Service Bulletin Group at the following email address:

bbad_SBgroup@aero.bombardier.com

NOTE: Please use Salesforce **only** for troubleshooting issues or when Engineering deviation is necessary to accomplish the Service Bulletin modification.

BOMBARDIER

SERVICE BULLETIN INCORPORATION SHEET − "700−71−6501"

BOMBARDIER SUBMISSION	Upon completion of the Service Bulletin, please fill−in, fax to (514) 855−8798 or e−mail to Fracas at fracas.montreal@aero.bombardier.com **If you're reporting Service Bulletin (SB) Incorporations to CAMP, sending this Incorporation Sheet to Bombardier is not mandatory.** If your aircraft is on another tracking system, please contact Bombardier to make arrangements for automated data submission.

Service Bulletin Number	Rev.	* Parts Completed	COMPLIED WITH YES	NO	N/A	Remarks/Reason (Mandatory if N/A)
700−71−6501	Basic		☐	☐	☐	
			☐	☐	☐	
			☐	☐	☐	
			☐	☐	☐	
			☐	☐	☐	

Actual hours to accomplish Service Bulletin: _____

* NOTES:

1. Where the Service Bulletin is divided into a number of parts (e.g., PARTS A, B, C, D, etc.) which can be carried out separately, indicate only those parts completed at this time.
2. For repetitive checks (usually PART A) only the initial check should be reported unless otherwise stated in the Service Bulletin.
3. When more than one part is carried out at the same time, each part should be reported.
4. Fill in 'Remark/Reason' to explain compliance method when N/A is selected.(E.g. Part not installed, N/A by effectivity, N/A by Part Serial Number, etc.
5. PCW means 'Previously Complied With'.

Aircraft Serial No. _____ Aircraft Reg. No. _____

Airframe Hours: _____ Airframe Landings _____

S.B. Incorporation Date _____ (dd/mm/yy) Service Order No. _____

Facility incorporating S.B. _____

Name _____ Signature _____ Date _____ (dd/mm/yy)

Signature not required if sent by E−Mail